#### T31 - Walter Knopp

1. Comments noted. See Beltway/Bypass section in the FEIS.

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DOT/NORTH/SOUTH FREEWAY
     and show it bring one down to you.
                  And that's what I have to add on that.
                  MR. STIER: Anymore hands? Yes, sir.
                  THE WITNESS: My name is Walter Knopp, P.O.
     Box 24, Colbert. I was up here earlier, and I feel
     compelled to clarify the record.
                  I believe I have given the impression that I
     am for the south option, which does cut through my
     property. I am not in favor of that option. I would
     prefer the north option. I feel like this gentleman and
     any other people. I do not like the disruption that a
11
     freeway would cause.
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                  Nevertheless, I feel that Spokane earnestly,
     desperately needs a method to get people from the outer
     areas where they live to the downtown corridor where they
15
     work. It is many many years overdue.
16
17
                  Now, there's been a little bit of discussion
     here tonight about the people that are in favor of this
     North/South Freeway project. You know, nobody seems to
19
     want to wait. They just want it now, and it seems like
20
21
     the funding is a problem.
22
                 Most of these freeways, of course, are funded
     by the gas tax. And what I want to say, that I would
23
24
     support a dramatic gas tax increase for funding this
     project. I would be willing to pay anything to get a
               SPOKANE REPORTING SERVICE
VERSIDE, SUITE 1010, SPOKANE, WA 99201
(509) 624-6255 (800) 759-1564
                                                             82
      421 W. RIVER
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T31

T31 - Walter Knopp (Cont.)

2. See Beltway/Bypass section in the FEIS.

T32 - Sandy Smith

#### freeway so I don't have to go through all those stop lights down to go downtown. I just -- It's just a nerve wracking experience. I think the DOT, Washington State DOT, has done a remarkable job in getting traffic moving on Division and they've almost done a miracle. And I know that a lot of cars go down that street. One other thing on this beltway. There's a lot of support for it. I said earlier that I had the opportunity to travel many freeways, many many times, and 10 I've been over many beltways, including the one in our 11 capitol city, Washington, D.C. 12 13 Beltways, I have found, are in cities with much greater population. They cost a lot of money. A 14 beltway in Spokane, because of it's topography, would, 15 I'm sure, would be very expensive and will eventually come when it warrants a need for it. 17 But I feel that regardless you will still 18 19 need a north/south corridor again to get the people that 20 live out of town downtown where they work or where they 21 have to go for professional services. 22 Thank you.

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Standard.

DOT/NORTH/SOUTH FREEWAY

MR. STIER: Thank you very much. Yes, ma'am.
THE WITNESS: Sandy Smith, North 7023

T32

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#### T32 - Sandy Smith (Cont.)

1. The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to "highway purposes." WSDOT highway programs receive about half the revenues from the gasoline tax. A nearly equal amount is distributed among city, county, and other agency roadway programs. The remainder pays for ferry operations and capital improvements (ferries are considered highway purposes under the amendment).

#### DOT/NORTH/SOUTH FREEWAY

And with regard to Mr. Knopp's comment regarding an increased gas tax, it's my understanding that a very small percentage of the gas tax goes to improvement of our roads and highways. And supposedly when it was the Department of Highways they did receive more funding. But a very small percentage of the gas tax goes for that type of thing now since it's become a part of the Department of Transportation, and I think that needed to be clarified.

Thank you.

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MR. STIER: I'd just like to state that the purpose of the hearing is to provide input to us, and we seem to be shifting to kind of a debate, an audience debate here. And I certainly would welcome any fresh new statements and input at this time.

Any other hands?

I believe at this time then I'll proceed to close this hearing. And I sure do appreciate all you folks coming down here and providing your input, and you will be receiving or you will be entitled to respond to the Environmental Impact Statement.

Best of luck on this. Thank you.

(Hearing concluded at

9:25 p.m.)

(Signature is waived.)

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STATE OF WASHINGTON )
                                             REPORTER'S CERTIFICATE
       COUNTY OF SPOKANE
                                I, Caryn E. Winters, a notary
       public in and for the State of Washington, do hereby
       certify:
                                That the foregoing Environmental/DOT
       Hearing was taken on the date and at the time
      and place as shown on Page 1 hereto;
10
                                That the foregoing is a true and
11
12
       correct transcription of my shorthand notes of the
13
      requested hearing transcribed by me or under my
      direction;
14
15
16
17
                                WITNESS my hand and seal this 23rd
18
      day of October 1995.
19
                                 CARYN E. WINTERS, RPR, CSR
CSR No. WI-NT-EC-E395KE
Notary Public in and for the State
of Washington, residing at Spokane.
20
21
22
23
24
25
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WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

SPOKANE NORTH/SOUTH FREEWAY ENVIRONMENTAL HEARING PERSONAL STATEMENTS :

## **ORIGINAL**

BE IT REMEMBERED that on the 28th day of September, 1995, at the hour of 6:00 p.m., Personal Statements regarding the proposed Spokane North/South Freeway were taken at the request of the Washington State Department of Transportation, before Linda S. Hale, CSR, a notary public and court reporter, CSR No. HA-LE-\*L-S542C8, at Shadle Park High School, Spokane, Washington.

 $\underline{\mathtt{A}} \ \underline{\mathtt{P}} \ \underline{\mathtt{P}} \ \underline{\mathtt{E}} \ \underline{\mathtt{A}} \ \underline{\mathtt{R}} \ \underline{\mathtt{A}} \ \underline{\mathtt{N}} \ \underline{\mathtt{C}} \ \underline{\mathtt{E}} \ \underline{\mathtt{S}} :$ 

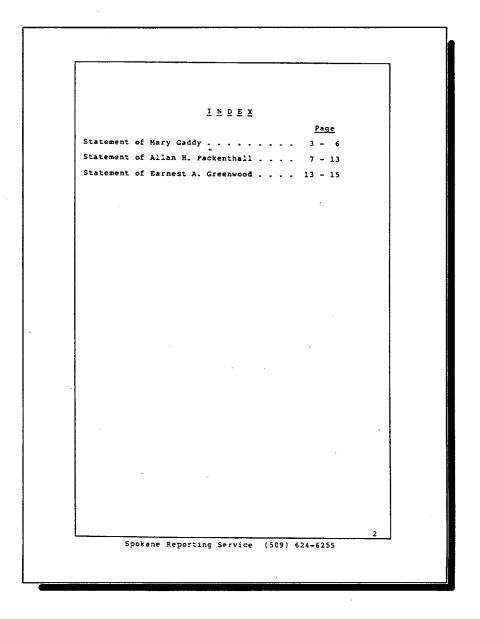
DOT Representative:

Rick D. Jordan Transportation Engineer, DOT 2714 N. Mayfair Spokane, Washington 99207

RECEIVED

NOV 3 1995 HAROLD WHITE, P.E.

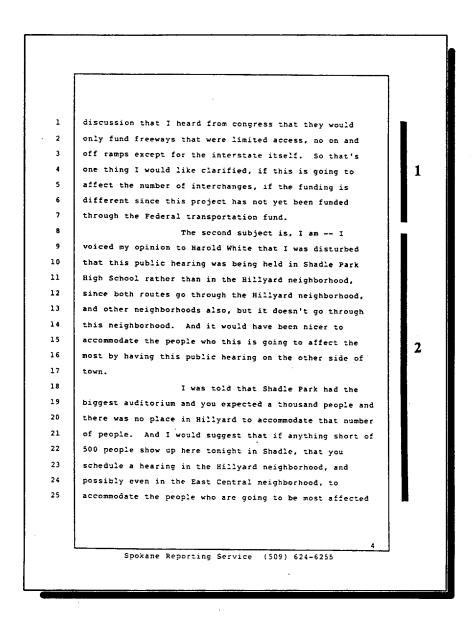
Spokane Reporting Service (509) 624-6255



1 STATEMENT OF MARY GADDY 2 3 MR. JORDAN: Mary, the purpose of tonight is for us to receive testimony from the public regarding this project and the EIS that we've presented. Our discussion here is mainly I'm here to listen to your comments, your concerns. And then Linda is recording this. If there are any questions, short type questions that I can answer for you now, I will try to. However, if it's discussion or any type of comments that would be 10 11 lengthy to respond to, we will to that in the final EIS. 12 So, if you're ready? 13 MS. GADDY: I'll state my name for the T33 14 record, Mary Gaddy. And I have several subjects to 15 cover. 16 The first topic is, I had heard on 17 CSPAN a discussion from congress that there had been a 18 change in the national transportation funding and the way 19 they fund freeways of this type. And I would like it to 20 1 be considered, does this freeway come under that change in the fact that they will no longer fund freeways, 21 22 interstate-size freeways for local access, where ours 23 has -- this proposed freeway has several exits that would 24 be used for local access within the city and the county. 25 It was my understanding from the Spokane Reporting Service (505) 624-6255

#### T33 - Mary Gaddy

1. The action being take by Congress was on the Transportation Appropriations bill and has no effect on this project.



#### T33 - Mary Gaddy (Cont.)

- 2. An auditorium with seating for about 500 would have been desirable. During the school year there are very limited sites available of this size in Spokane. Certainly neighborhoods that are directly affected by this project would like to have the meeting as close as possible. This project is of sufficient size that no one site would serve all effected neighborhoods. The WSDOT found the Shadle High School facility large enough to accommodate the public attendance that might be expected on such a project. Inquiry was made on the capacity of the community centers but none were found with enough room to meet the projected need for the hearing. Another major concern on selecting a hearing site was accessibility that complied with the Americans with Disability ADA. While other sites may have been able to comply, with the Act, the Shadle auditorium has been used previously for public meetings without any known access problems.
- 3. Comment Noted.
- 4. Comment Noted.

